



## The Weatherman Didn't Co-operate



Despite teeming rain that thoroughly soaked most of the participants, the overpass at the Airport Circle in Camden was officially opened to traffic on July 12 when State Highway Commissioner Spencer Miller, Jr., cut the ribbon running across the roadway. Included in the photo are, from the left: John A. Williams, Southern District Engineer in charge of construction; S. Herbert Taylor, Camden County Engineer; Commander Charles M. Noble, State Highway Engineer; Daniel E. Weigle, Executive Vice President Camden County Chamber of Commerce; Trevor B. Mathews, President Camden County Chamber of Commerce; and Commissioner Miller; continuing in the front row are Harvey L. Gaumer, Chairman, Pennsauken Township Committee; and Rendle S. Wilgoos, Director of Public Safety of Pennsauken Township.

## VETERAN TRAINEES ASSIGNED TO FIELD OFFICES FOR FIVE WEEKS

To Further Classroom Instruction With Practical Field And Office Training

The first Engineering Aide and Junior Highway Engineer trainees have now been assigned to the field offices of the Survey and Plans division by Mr. C. F. Bedwell, Construction Engineer. Due to the fact that these men are not yet on salary but rather on Veterans Administration subsistence, instructions have been issued to place them as near their homes as possible.

Prior to assigning these men to the field offices, they had completed twelve weeks' training at Rutgers University where they studied such subjects as engineering drawing, engineering mathematics, surveying and elementary highway engineering.

In the case of Engineering Aides, their classroom work is now over and they will receive a certificate indicating that they have completed a short course of training as such. The Junior Highway Engineers will also receive this certificate but they will return to Rutgers for more classroom work upon the completion of their field training in order to qualify for the certificate certifying that they have completed the prescribed course for that position.

The assignments of these men to the offices of Howard Rigby, at Montclair; Neil MacDougall, at Newark; W. L. Braybrook, at Cranford; T. E. Olsen, at Perth Amboy; Carl Teegen, at Flemington; and Harry Marvin, at Woodlynne, will be for periods of five weeks. In these offices they will be given every opportunity to become acquainted with highway engineering.

Professor M. T. Ayers intends to visit all field offices weekly for the purpose of checking on the progress being made by each trainee. At the completion of the five-week assignment each man will be rated by the University. Among the many factors to be considered are the following questions which will be asked of each Assistant District Engineer, or the trainee's immediate superior:

1. Would you be pleased to have this man work for you?
2. Would you like to have this

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## Luxury Vacation On Long Island

Commissioner Miller Spends Week at Montauk Camp

Refreshed from a short vacation at his summer home at Montauk, Long Island, and unburned in the most approved manner, Commissioner Miller was back at his desk on July 8 in time to hold the second hearing on the alignment of Route 100.

Curious to know just how one of the State's principal executives relaxed amid tennis courts, swimming pools, a yacht, and other luxury appointments generally associated with landscaped Long Island estates, it was interesting to get some first-hand information from the Commissioner, himself.

The Miller home is located on a knoll, midway between the Atlantic Ocean and Long Island Sound. This land originally belonged to the Montauk tribe of the Shinnecock Indians and only one white ownership intervened between the Indians and Commissioner Miller. The deed grants the present owners the right to fish and hunt on Great Pond, a nearby landlocked body of water. There are no improvements dating later than 1815. In fact, in this day and age it is hardly fair to refer to it as a home—rather it is a camp. The Commissioner uses this term exclusively, and with good purpose since this summer abode is named Wechotee, the Indian word meaning camp. Water is hand-pumped, oil lamps supply all illumination, and at night one ventures outdoors for purposes other than to view the summer skies.

Commissioner Miller is his own

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## Highway Beautification

The perfect tribute to those who "gave their last full measure of devotion" for their country was spoken at the Battlefield of Gettysburg nearly four score years ago. In that memorial address Abraham Lincoln said, with prophetic insight, "It is for us the living rather to be here dedicated to the unfinished work which they who fought here have thus far so nobly advanced." No more compelling exhortation could be spoken to our generation than these timeless words of universal application as we face the awesome responsibilities of the Atomic Age into which the Global War has precipitated us.

But even as men of good conscience and good will ponder the moral imperatives of Lincoln's deathless words at this critical hour in world affairs, there is an almost instinctive desire to devise some outward and visible sign of gratitude and lasting remembrance to those who gave their tomorrows for our today. It is in this mood of deep thankfulness that all true memorials are conceived; it is in response to these promptings of the human heart for heroic self-sacrifice that great works of art have been inspired in the past.

"There is something," wrote Pope, "in the amiable simplicity of unadorned nature that spreads over the mind a more noble sort of tranquillity and a loftier sensation of pleasure than can be raised from the nicer forms of art." The focus on living memorials then has been as instinctive as it has been well-nigh universal. It represents the natural response of men who have sought to create in the beauties of nature that which not only satisfies their deepest longings and aspirations, but also expresses their fondest remembrances.

We, in New Jersey, are building such a living memorial, dedicated not alone to those who paid the supreme sacrifice during the late war, but to all citizens who wore the uniform of their country. But the story of our Blue Star Drive is more than the story of a memorial—it is a recounting of the birth of co-operative relationship between the State Highway Department and citizen groups within the State. Three years ago this month a conference on Roadside Improvement was called by the Department of all civic and business groups throughout the State who were interested in improving our roadsides through the removal of encroachments from the traveled right-of-way, and in better roadside planting. A Continuation Committee on Roadside Improvement was appointed by the Commissioner upon which the Garden Club and the Roadside Council were represented.

When this Committee proposed shortly thereafter that a test section of highway be improved as an object lesson for needed roadside improvements along the highways of the State there was a general agreement. Later the Garden Club suggested that a memorial section be located on one of our main highways and be planted with flowering dogwoods. The Department instantly agreed to co-operate to the fullest extent and gave priority to this inspired idea. This in effect was the planting of the seed from which shortly thereafter was to flower a more comprehensive plan for roadside improvement in which civic groups were to play an important part.

Following closely upon this action came the Joint Resolution of the New Jersey Legislature providing for the designation of a section of State Highway Route 29, between North Plainfield and Mountainside, as Blue Star Drive, and the passage, unanimously, of the long overdue Parkway Bill. Coincident with this the Department established a separate Parkway Division and preliminary work on the Route 4 Parkway was begun. Thus, with rapid acceleration, New Jersey became conscious of the benefits to be derived from roadside beautification through well planned native planting. It is well that the way has been made clear for a comprehensive program of highway beautification at this time. If our vast network of highways is to be rescued from the blight and decay which follows in the wake of unrestricted development of roadside businesses, with indiscriminate advertising along our highways, the vast capital investment made by the people of New Jersey in a great highway system will not only be rapidly depreciated but another generation will be faced with a vast task of slum clearance, not in the blighted areas of our great cities but along our major highways.

## Highway Crash Fatal to Meury

Maintenance Foreman Killed Near Newton

Herman J. Meury, 38, of the Maintenance Division was instantly killed on July 24 in an auto-truck collision on Route 31, Andover Township, Sussex County.

Meury, a major in the last war, was on his way to supervise an oiling contract on Route 84 (old Route 8) between Sussex and the New York State line. He had left Fernwood shortly after 6:00 a. m., and still was some fifteen miles from his destination when the accident occurred at 7:30 a. m.

State Police from the Newton station, who arrived at the scene within ten minutes in response to a telephone call from a nearby resident, stated that death was instantaneous.

In reconstructing the accident, they said that the State Highway car was proceeding northward when it collided with the truck owned by Serice and Lockburner and driven by Francis A. Lockburner, both of Newton. There were no witnesses, but it appears that it was not a true head-on collision inasmuch as it was the overhanging body that sheared away the left side of Meury's car.

Meury entered the Quartermaster Corps in 1941 and saw

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## Arrive at Basis of Increments for Hourly Employees

Length of Service Major Factor in Pay Increases

While salaried employees have in general understood the basis upon which their increments were granted, it was not until July 17 that an agreement was reached regarding the increments to be received by those getting an hourly rate. On that date Eugene V. Connett, recently returned following an enforced vacation ordered by his doctor, Alex. W. Muir, Marvin L. Howell, and Clyde Case of the Highway Department, met with Herman Crystal, Chief Fiscal and Budget Analyst, and Charles Yard, Director of Classification and Organization for the Civil Service Commission. This meeting resulted in the determination that all hourly employees would be granted increments according to Chapter Law 150, approved April 24, 1946.

This law reads as follows: "In the carrying out of the classification and compensation plan for persons holding offices, positions and employments in the classified and unclassified civil service of the State adopted by the Civil Service Commission, the Civil Service Commission hereby is authorized to approve the granting, effective July first, one thousand nine hundred and forty-six, of an additional length of service increment of salary increase, equal to one full step, to each such person who entered the State service between July first, one thousand nine hundred and thirty-six, and June thirtieth, one thousand nine hundred and forty-one, and of two additional length of service increments of salary increase, equal to two full steps, to each such person who entered the State service prior to July first, one thousand nine hundred and thirty-six."

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## William Salmon

William Salmon, Garage Attendant, died on July 8, following a stroke suffered at his home in Port Elizabeth. Mr. Salmon was 67 years of age and had been employed at the Vineland garage for the last four years. He is survived by his widow and a brother, George A. Salmon, to whom we extend every sympathy.

*Spencer Miller, Jr.*  
State Highway Commissioner



# THE HIGHWAY

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In the interests of its Employees

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## 'IT'S YOUR LIFE...'

Vacation time is here and for many of us it will mark the first opportunity we have had to motor far afield since the summer of 1941. Already the tendency to make up for the lost driving pleasures of other years is manifesting itself in increased highway traffic throughout the nation. Paralleling this traffic increase with an almost ominous exactness is an ever-rising highway death rate. So frightful is this death toll that statistics show 38,000 people will be killed by automobiles in the United States within the current year unless we do something about it right away.

The booklet you received with this issue of THE HIGHWAY is a step in this direction. It has been published by the Newark Evening News as their contribution to highway safety and is entitled, "It's Your Life..." Between its covers are a lot of plain facts that every driver should take to heart. Especially recommended for careful reading is, "Your Briefing for Death," on page 4, and "Know Your Car," pages 6 and 7. Best of all, study the chart of stopping distances at the bottom of page 7 if you are one of those cocky drivers who think you can stop on a dime. These are but some of the features of a fine little booklet. It is well written, but better still, it is chock full of the type of information that every driver should know.

When you have read "It's Your Life," put it somewhere nearby where it can be referred to from time to time. Encourage others to read it, or request a few extra copies for your friends. In this campaign to make our highways safer, every driver has an important role to play. One way to do your part is by driving carefully, by setting an example for others, by becoming actively interested in highway safety. Don't just make the next few days cautious ones and then forget the whole matter. Make every minute you spend behind the wheel form now on a safe minute for you and your family. Remember... that favorite bed of yours is more comfortable than a slab in anybody's morgue!

## ELECTRICAL FLASHES

JOHN KILPATRICK

Al Wright, Supervisor of Electrical Construction, was on a fishing trip out of Brielle recently and got the prize for the biggest fish caught.

Leonard Liebh, Electrical Mechanic Grade II, and Arthur Cadell, Senior Building Maintenance worker, both made good use of their vacations by traveling to Boston for the All Star Baseball Game.

We are happy to report that Mrs. Andrew Leaver is convalescing at home after an operation at Mercer Hospital.

As this goes to the Editor-in-Chief, Edgar Waters, Electrical Mechanic Grade I, is back to work after taking his vacation. Oh, unhappy today!

Joseph R. Hunt, Senior Auditor, charged the week of the Fourth to vacation, but we have it from a very reliable source that he was working on his idea for scrambled eggs in the shell.

In many respects Major James Hays is the most progressive man we know. But in catering to his smoking pleasures he has defied progress to an almost unbelievable extent. After forty years of almost continuous smoking, he still rolls his own with Bull Durham. Careful calculations reveal that during that period of time he has purchased over half a ton of flake tobacco, most of which has found its way into neatly rolled cigarettes. A goodly portion, however, has adorned the rugs at home and in a variety of offices.

During a recent western trip, the Major felt that at last he would have the pleasure of seeing others roll their own in large numbers, and many with one hand. He was doomed to disappointment, however, for not only did he notice

## PROJECTS PARAGRAPHS

E. L. MEYER

The Projects Division wishes to express its sympathy to Projects Division Engineer Paul Davis who recently lost his mother, Mrs. Davis died at her home in Trenton.

To Frank Deacon, who formerly worked in the Projects Office and who is now an Inspector, we wish to express our sincere congratulations and best wishes on the birth of a son, Frank Jay, Jr., born June 14. This is the second child for the Deacons, the other is a girl, we believe.

Inspectors Roy S. Murphy and Leslie Keating have returned to work after having taken voluntary lay-offs during the war.

Marven W. Howell, Jr., has transferred from the Construction Division and is now one of our Inspectors.

The presence of these three men is very welcome at this time when work is so plentiful and Inspectors so scarce.

Dick Glasgow is just back from a week's vacation at his summer home in Parkertown. The weather was too cool for good fishing and Dick didn't even get sunburned. One of the days must have been particularly bad for Dick in desperation attended a movie—the second such experience in his life.

We are glad to extend our best wishes to W. A. Manchester, of Bridgeton. He is a retired projects inspector and will celebrate his 80th birthday on August 8. Mr. Manchester still keeps pace with the Department he served so well through the medium of THE HIGHWAY which is sent to him each month.

but two who preferred the "makin's," but neither displayed any more dexterity than he possessed. The Major can't do the job one-handed either.

## CONSTRUCTION COMMENTS

FRED C. CLAUS

WOODLYNNE OFFICE  
 Bill Hurley

Frank Shoemaker, the No. 2 man on the Kaighn Ave. Circle overpass in Camden, has been spending most of his time going from joint to joint. We don't mean that Frank is bending the elbow. Rather it is his back that is taking the punishment as he studiously observes the day by day condition of the many types of joints on this project.

**Presidential Timber:** At a recent supper meeting of the Methodist Men of the Haddonfield First Methodist Church held at the Holly Ravine Farms, the newly elected president, George Washington Edwards, presided. Norman F. Rigor, treasurer, was another officer in attendance.

Joe Philpot (Woodlynn's Senator Claghorn) refused to take the N. Y. Yankees in the weekly office pool... the Yankees that is.

**Vacation Time:** Ben Franklin spending several weeks at Johnstown, Pa. ... Howard Menk returned from a vacation at Wildwood... Bob Mountford painting his home... Harry Marvin adding that extra room at the farm... Jack Ayres weekendening at the Dennis in Atlantic City... Wayne Tusing buying anything and everything... A. R. Heinze buying and selling used cars... Albert Hicken with his full set of plans and pocket full of pencils directing each shovel of dirt that is placed at the Airport Ave. job in Camden... Tom Pierce putting water in his cigarette lighter and wondering why it didn't light.

NEWARK OFFICE  
 Ralph Perry

Harry Stover has moved back to Flanders, which is known as the Ice-Box of New Jersey. Watch the low temperature reports next winter.

J. P. Bruno is a recent addition to the office force, after a number of years with the Construction Division. Joe is an amiable fellow who won the pool on the Louis-Conn fight and then spent it treating the boys.

The following ex-servicemen have joined our field forces: E. B. Rawcliffe, a former major with the Army Engineers; J. A. Bodjo, J. P. Brennan, M. S. Greitzer and D. L. Somma. The latter two men are in the class of "trainees."

Max Brower, our Morris County farmer, is really having his hands full as coordinator of the four contracts under construction in this immediate vicinity.

July and August are the months when we are most aware of the proximity of the decidedly odoriferous Peddie Ditch. Three female employees in the building almost passed out the other hot day when the smell was no "bowl of roses."

UPPER MONTCLAIR  
 Frank Spagnola

The writer humbly picks up the pen of our former capable scribe, David Pettigrew, and bids you all a friendly "Hello." Dave is "down under" on Route 25, Contract No. 3, since May 16, and by now is probably well acclimated to the dust of busy construction.

We say "Welcome" to our chief, Howard N. Rigby, back to this office from Newark since

June 5. Howard has resumed the leadership, relieving Herb Englishman who took over when Col. Braybrooke was transferred to the Route 4, Parkway Division, on May 16.

We also say "Welcome" to friend Larry Kavanaugh, transferred here from the Highway Planning Survey Dept. on May 27. At this time, Larry is undergoing a special physical treatment, necessitating several days of discomfort. Let's hope it all turns out for the best, Larry.

We certainly do miss the jocular banalities of Tom Farley and John Farley, ordinary brothers, but twins in personality. They both have been sent to lend their valuable highway experience to the Route 25 improvements.

However, we are fortunate, thus far, to still enjoy the happy presence of Pete Trainor with his keen wit to carry on the daily quip that means so much to the spirit of good-fellowship of the gang.

Let it slip our mind, this Upper Montclair Office takes this opportunity to wish good luck to the new Cranford Office. May their inauguration into the era of Parkways be successful to the nth degree. Rather belated to state, of course, but we do miss the boys transferred from this office to Cranford. Too numerous to mention individually, we just say — "Good luck, be seen' you."

Looks like our friends Rocco DiGiacomo and Nick Amento are here to stay. Each bought a home recently—the first in Paterson, the latter in Totowa Borough. Let's wish both of them, and their families, many, many years of good fortune.

With the advent of these grand summer days, how fortunate we are to be in Upper Montclair. The exodus of our office force at noon is remarkable, and being Engineers, with the knowledge of "the straight line" axiom, the boys make a bee-line for Anderson Park, a veritable paradise of refreshing green, shady trees, and plenty of benches. Rigby, Matchett, Fred Beck, or John Lincoln are seen together at times, and the talk is big business, the trends, etc. Fuca, Amento, Kavanaugh, Sanwald, and the others spend many pleasant moments relaxing, and often witnessing the games of sport that the local children hold there in the park at this hour. Oh, yes, let's not forget to mention about a certain somebody who spends his time in the park composing literary "masterpieces," his hobby being poetry—imagine!

Congratulations are in order for the Fred E. Beck family; how proud they must have been as they saw their only son, Fred E. Jr., accepted into the United States Naval Academy at Annapolis, Maryland. Young Fred was inducted in early June to assume immediately his scholarship at this notable academy.

The Highway Department extends its sympathy to Mrs. Charles Turner and family, with the demise of our retired Highway Inspector, Charles Turner. Mr. Turner, formerly of the Northern Construction Division, will always be remembered as one of our original organization who helped build the highways of this State.

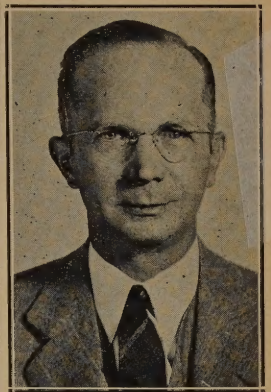
Star Drive, but to date boasts of no dogwood.

Wechotee is steeped in romance, for not only did Commissioner Miller spend his honeymoon there but so did eighteen other newlyweds. The guest book, which is signed by all who spend pleasant vacations here, bears the signatures of approximately five hundred people and is profusely illustrated with sketches and paintings left behind by departing guests. The present guest book is the third volume to be used in the past twenty years.

All attempts toward modernization, such as the installation of electricity or running water, advocated by the younger members of the family, have thus far been successfully resisted. Commissioner Miller thoroughly enjoys the frontier aspects of life at Montauk and is convinced that in the years to come his youngsters will look back with pleasure on today's so-called hardships.

## BRIDGE BRIEFS

A. J. LICHTENBERG



W. F. HUNTER

Commander W. F. Hunter's contribution to the war effort was recently recorded in a citation from the Secretary of the Navy. It stated in part "For outstanding performance of duty... Applying unusual zeal and diligence to his assignment... For his brilliant technical knowledge and his organizational and administrative ability."

Fred expects to appear before a Naval board about August 1, and hopes to be released from duty in time to return to Trenton the latter part of August. He enjoys your letters and especially that recent card from "Del." Through the pages of "The Highway" he keeps abreast of Departmental news.

Every man in the office who knows Fred concurs in that Navy citation, and we belatedly send our congratulations for a splendid record of achievement.

Bill Higginson in for a visit from his 70 Pine St. Office where he helps administer the distribution of surplus war commodities. Bill has the suaveness and gentility befitting the diplomatic service, and it is no small wonder that his services for the Treasury Department have been recognized.

Briefs: Our Chinese friends have gone, Kenneth Diao to the University of Illinois for post-graduate study and Cheng Yuan-Tain to San Francisco enroute to China and a visit home after an absence of nine years... Sam Rankin in with his smile for a short visit... Outing Memories: Jack Everitt's discovery after the fourth hand that we were playing poker...

Marcel Ludasy at peace with the world floating in a hammock suspended between two pines... Wilbur Spencer accidentally discovering his banjo, and what joy it brought... Bob Simon displaying his Atlas-like physique... Fred Dileo sleek as a youngster and the nerve center of the outing... "Duke" Williams a dashing figure at the lake... L. C. Petersen doing his share of ribbing and kidding the Bocci balls... M. Goodkind, Chester Smith, Sven Hedin, Geo. A. Hefferman, Chester Appleton, P. H. Burch, Harry J. Mueller, J. H. Patrick, R. B. Titsworth, L. Shortz and W. C. Simon were among the other participants in the quieter sports, the eats and the quaffing. A fine committee job on the part of Patrick, Dileo, Simon and Spencer...

After two years in the Navy as a Motor Machinist's Mate, 2nd Class, Wilbur Spencer, Jr., was discharged and returned home on July 4. Hawaii, New Guinea and Japan are a few of the spots visited. Wilbur Sr. has a new gleam in his eyes.

H. R. Gabriel back from sick leave and assigned to bridge work on Route No. 25... R. E. Simon vacationing at Wildwood... P. H. Burch week-ending at Toms River... W. C. Devereux in for a visit... Sven Hedin as a member of the American Society for Swedish Engineers in attendance at a dinner for 40 Swedish engineering students here on a six-week tour preliminary to completion of studies in 1947. They come from the Royal Institute of Technology in Stockholm, from which Sven graduated in 1922. B. Steinman was in attendance representing Professional Engineers.

## Luxury Vacation

(Continued from Page 1)

carpenter, painter, handy man and general adviser on the preparation of meals. He and the family, which consists of Mrs. Miller, Ann, Spencer, 3rd, and Sidney, arise at sunrise and shortly thereafter in order to allow plenty of time for the work of the day. This, of course, includes such easy-to-take jobs as fresh and salt water fishing, swimming, hiking amid such wildlife as deer and foxes, and boating in a small craft belonging to a neighbor.

The lane leading to the Miller summer camp—which lies a short distance from the Long Island Parkway—is called Blue Star Lane, and is marked by an appropriate sign designed and made by the Commissioner. It is named after New Jersey's famous Blue



Your M. C.  
presents—  
**THE LADIES...**  
Bless Them

The "love bug" appears to be traveling swiftly through the Department these days taking away the single blessedness of our girls, as is evidenced by the many marriages in our column of late. Lastly to have fallen prey is Lorraine Finkle who was wed to Harold Orland on Sunday, June 30th at the White Gate. A luncheon given by her co-workers was held for her at the Hotel Hildebrecht where she was presented with crystal, inlaid with silver. Among those present were June Walter, Miriam Devlin, Frances Martin, Anne Manion, Agnes St. John, Josephine O'Hara, Dorothy Layton, Fannie Brenna, Dorothy Jakubisin, Lillian Naples, Edith Toth, Mary Mangine, Stae Kanyuh, Ruth Moran, Lillian Hupp, Florence Millerick, Bertha Cunningham, Mabel Beans and Claire Laczoni. Best wishes for your happiness, Lorraine!

A farewell luncheon was held for June Walter in the Nymphs' Room of the Stacy Trent on June 28th. As a token of remembrance, her hostesses presented her with a lovely gold compact.

Upon proving such a capable nurse to her father who recently underwent a serious operation, Florence Millerick has decided to play turn-about and is now in the throes of a very bad cold.

Florence King and Frances Martin are two new additions to Mr. Wildblood's staff. Speaking of that office reminds us of a visit from Ruth B. Hill the other day. Ruth is sojourning here for a few weeks.

Betty Levie has returned from an enjoyable visit in Boston as the guest of Mimi Husid, formerly of the Electrical Division. Sight-seeing trips and boat-riding were among the interesting features of her visit.

For sometime now we have eyed that little desk sitting idly beside the door of Commander Noble and now we find it to be occupied by Mrs. Edith Farr who executes the duties of both stenographer and receptionist. May we take this time to welcome her to the Department.

Dinner at the Corner House for Kathryn Laughry, Mary Massarotti and Marion Hester in honor of their birthday anniversaries.

Respite . . . Peg Beatty finds relaxation in the vicinity of Porters Lake, Pocono Mountains . . . The mountains beckon to Mary Cunningham who favors the Kittatinny region particularly . . . Trips through South Jersey and shore points for Frances Martin . . . Also on the vacation calendar is Mary Sheridan.

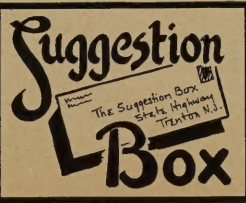
In retrospect, sand in your shoes and your favorite summer coiffure somewhere around your neck in a wet mass is much more amusing than at its actual occurrence . . . Have you ever stretched yourself out, swastika-like, over a blanket at the foot of a sand dune and, listening to the tune of Prisoner of Love floating out to you from the Club above, be oblivious to everything but the rhythmic roll of the waves washing patterns in the sand and the vast stretch of blue above? Lazily, you note the decreasing beach front and decide on a last dip. You play porpoise for a while and then the sea, womanlike, catches you unaware and tosses you, and the remains of what was once a very decorative suit, back upon the blanket. Exhausted you fall upon the blanket, sighing in utter comfort, when, suddenly, without further warning, you find a wave descending upon you, leaving you and your beach accessories drenched as it teasingly runs away. Gingerly, you gather your belongings together and leave . . . but . . . in retrospect . . . we had a lovely day . . . thank you!

'Bye now.

## FAREWELL PARTY



To acquaint you with the girls of Mr. Hurley's staff, more specifically, those who gathered to bid Evelyn Maley fond adieu. First row: Eileen Logan, Madeline Kiernan, Mary Cunningham and Marilyn Siddall. Second row: Mildred Friedman, Evelyn Maley, Helen Dishbrow, and Ann O'Connor. Acting photographer was Dorothy Hunt.



Floating triangles, hatching stencils, precision cut ellipse templates, transparent plastic tubing for filing blue prints and an invention that eliminates the use of carbon paper are today's actualities—the result of ideas, properly appraised and surviving on their merits.

In other fields ideas have produced a new nailing machine that makes its own nails of desired length, a self-righting 38 1/4 lb. aluminum canoe, a new navigational automatic pilot that couples a compass to a gyroscope in such a way that each corrects the errors of the other, Scopalamine to reduce seasickness, and a new magnet that combines low electrical conductivity and advantageous magnetic properties with light weight.

The Highway Department thru its Suggestion System provides a channel thru which the resourcefulness of its employees may be poured into better roads, increased safety, technological advances and improved procedures in all divisions. It isn't the genius here and there that is responsible for advances, but largely the ideas of the technicians, mechanics, engineers, chemists, electrical, maintenance and equipment workers that mean progress.

Have you ever watched a blacksmith work over his anvil? If so you will have no trouble whatever in recalling how easily the red hot iron took form under a few swift, ringing blows of the hammer.

It's much the same with ideas. They, too, are more easily and effectively turned into workable suggestions when we are all "het up" about them. When the idea is new and hot.

Strike while the iron is hot. If you do, you won't lay your idea aside, you will prevent the possibility of some one else getting the same hot flash and turning in a similar thought and lastly you are assured that your ideas will receive unprejudiced examination. So send in that suggestion while the thought is sizzling. Just address, "Suggestion Box, State House Annex, Trenton."

The minister was trying to teach the significance of "white" to a Bible school class. "Why," he said, "does a bride invariably desire to be clothed in white for her marriage?"

As no one answered, he explained: "White stands for joy and the wedding day is the most joyful occasion of a woman's life."

A small boy then asked: "Why do the men wear black?"

## PLANNING SURVEY

FLORENCE FRANKE

Robert E. Lee (never saw the South, Sir!) has but recently joined the Planning Survey. Tall, dark and quiet, he is being initiated into work in the field.

Margaret Bank, who returned from the Fourth-of-July weekend looking sunburned, says that a boat ride up the Hudson is a fine way to spend a summer day.

Calm and serene is Virginia Straus, brown-eyed and a winsome smile.

Sidney Laderman has a good baritone voice. He's been doing some singing in public of late. Hope we'll be hearing you over the radio networks some time soon, Sid.

Bill Henderson, husky, boyish ex-Navy man, was in the South Pacific during the War. Bill's quiet and conscientious, with a slow smile and a nice sense of humor.

Rose DeAmore became Mrs. Obrzut about a month ago. We all wish her much happiness.

That quiet, courteous gentleman with the leonine head is Emil Hess. Sitting to the southeast of him is Eugene Hoerth, late of the Army. That dreamy, miles-away expression that occasionally flits across Gene's face can mean only one thing. Rumor has it she's a blond.

Fred Fleming, whose baby daughter is now three months old, thinks that a father cannot start too early to take a vital interest in the well-being of his child. He can prepare her formula, and takes pride in her growing accomplishments. "She looks great and is getting strong," says Fred.

Tall, dark and handsome is young Richard Hyle. He was an Air Force gunner during the war. He adds modesty to his many sterling qualities. (We had to dig deep to get this information): His B-17 shot down three enemy craft. At a height of 3,000 feet the B-17 was hit by a bomb. He was decorated for sticking with his plane despite great danger.

John Armitage asked one of our mathematicians to solve a problem for him. It seems that two-thirds of A's salary equals five-eighths of B's salary. They earn, jointly, \$6,200 annually. What does each of them earn a year? The answer brought a thoughtful expression to John's face. What do you suppose he's up to now?

Angeline Weiman's energy and alertness is a source of wonder to some of us.

It's a pleasure to listen to Caroline Axt as she speaks of her little daughter Joan. Mrs. Axt is re-living the wonder of her own childhood in her little girl; and she finds it a most interesting and heartwarming experience.

George Schuler, bachelor and man about town, says very little; but his observations are keen.

## MAINTENANCE NOTES

GENE BECKNER

Congratulations to Earl Storer who became a grandfather on July 16 when his daughter, Mrs. John Wykes, gave birth to a son in Englewood Hospital.

Word has been received of the death of George K. Day on July 5. George was the son of Frank Day who works for Foreman Henry.

Joseph Placa, a member of Foreman Newman's crew, has been confined to the Elizabeth General Hospital for the past two weeks.

Edgar Bieber, of Elizabeth, who works for Foreman Augie Newman, and Allaire Allen, of Spring Lake Heights, with Foreman William Pinkerton, attended the State Convention of the Veterans of Foreign Wars held at Wildwood, New Jersey, on June 20, 21, 22 and 23, as authorized delegates from their home posts.

Samuel Palmieri, of Trenton, an employee in Foreman Thomas Desio's crew, is confined to his home following an operation.

We were sorry to learn recently that Staff Sgt. Joseph P. Wille, of Mt. Holly, who before his induction into military service in April, 1943, worked in the maintenance crew now under the supervision of C. V. Dickinson, has been convalescing in military hospitals since he was wounded in action in March, 1945. He is now at the Tilton General Hospital, Fort Dix, and we know he would appreciate hearing from any of his friends in the Department.

E. W. Hartman, of Somerville, has returned to work in Foreman N. J. Pendergast's crew following a long illness.

Superintendent of Maintenance Alex W. Muir and his family spent the 4th of July weekend at their summer cottage on Culvers Lake.

It is with regret that we announce the death of John Elliott, of Lambertville, on Tuesday, June 25. Mr. Elliott has worked in the maintenance crew on Route No. 12 between Flemington and Frenchtown since that route was taken over back in 1935. He was born in England and was one of the many stone cutters and stone block makers who came to this country near the turn of the century to work in the quarries in the vicinity of Lambertville and Stockton. He is survived by a sister who resides in Boston, Mass., and a niece, Mrs. Oscar Phillips, of Lambertville.

Jimmy Walter traveled to Newport News, Va., over the 4th of July weekend to see the Newport Dodgers Baseball Club in action. Unofficially we understand that Jimmy was doing a bit of scouting for the Trenton Giants, of the Interstate League, trying to locate a pitcher to bolster the sagging fortunes of the local club.

Speaking of the Giants, one of their most vociferous rooters is

Foreman Joe Smith. We heard him the other night in full outcry after one of the umpires. Reminds us of the story told about Danny MacFayden, former bespectacled hurler with the Pittsburgh Pirates. When Umpire Klem called one of his pitches a ball, MacFayden violently disagreed and came tearing in from the mound and took off his glasses and handed them to the umpire. "Here," he said, "you need these worse than I do." Whereupon Klem ordered him out of the game. Mgr. Frankie Frisch tried to smooth things over and said, "Aw, Bill, he didn't mean anything." Klem then queried, "What did he yell so loud for then?" And before Frisch could answer, MacFayden chipped in, "Because I thought you might be deaf as well as blind." MacFayden went to the showers.

Thomas Fischetti, of Raritan, one of the veteran employees in Nick Pendergast's crew, has been confined to his home ill for some time. He has our best wishes for an early recovery.

The predicted encounter between Howard Van Benthuysen's Jr. American Legion Baseball Team of Belmar and the Trenton Schroths came to pass with disastrous results for Belmar. They were soundly trounced on successive days on July 6, 7, 26-3 and 11-0. Howard needn't feel too bad about all this, however, for the Schroths have been treating all opposition just about the same. The Belmar Club did well to win the Monmouth County Championship during their first year of competition, and we expect to hear more of them in the future.

Alden Garretson, of Richland, who works for Assistant Foreman Reuben Garretson, was injured on July 4 when he was hit by a passing car while giving aid to people who had been in a previous automobile accident. He is now confined to the Atlantic City Hospital. Alden returned to work with the Department last December after being discharged from military service.

John J. Stanley, Jr., son of Supervisor Jack Stanley, is one of the veterans who is qualifying as an Engineering Aide under the veterans training program being conducted through the cooperative efforts of the State Highway Department and Rutgers University.

## Mr. Connett Returns

Thoroughly recovered from his recent illness, Mr. Eugene V. Connett, Executive Assistant to the State Highway Commissioner, returned to his duties with the Department on Monday, July 15.

During his enforced absence, Mr. Connett spent much of his time on Long Island where he relaxed and soaked up the sunshine in large quantities. His return to work will be welcomed by his many friends throughout the Department.

## ... AND SUDDEN DEATH !



This mass of twisted wreckage is all that remains of the car in which Herman Meury, Foreman Highway Maintenance, met death on Route 31, near Andover, Sussex County, on July 24. State Troopers who surveyed the damage declared that never in their experience had they seen more complete demolition.



## EQUIPMENT ITEMS

JAMES O'ROURKE

Dick Raab, Mechanic at the Vineland garage, has added his name to the list of those veteran employees who have served the State Highway Department for 25 years. Dick came to the Department back on June 27, 1921, and was assigned to the old Trenton Junction garage. He was later transferred to the South Jersey repair station then located at Kates Garage in Millville and later, for a short period, at Malone's garage in the same town. Judging from his youthful look, Dick is ready to serve both the Equipment Division and his many friends for many years to come.

Two ex-servicemen have added their names to the mechanical staff at Fernwood. They are **Tom Dowler** and **John Toth** and to both we extend a hearty welcome to the Equipment Division.

It is with regret that we announce that **Leon Crush**, Fernwood's expert welder, has been ordered to his home for complete rest. Leon is in an extremely run-down condition and must take things easy for an indefinite period of time, according to his doctor. At the present time he is spending a large part of his time relaxing in the sunshine at 230 Rosemont Avenue, Trenton, where he will welcome a visit from any of his many friends in the Department.

**Russell Cook** can be classed as a lucky guy. After securing title to a new home in the western end of Trenton, Russ was confronted with the prospects of a long wait until the present tenants would move out. Russ had decided to notify them on July 15 and then sit back and hope for the best, when on July 5 he received word from the occupant that he would vacate on July 15 if Russ would refund half a month's rent. We can only add that the gentleman got his refund and Russ got his house.

Persistent rumors are to the effect that Dan Cupid is hovering in the vicinity of **Jack Montgomery** these days. Despite Jack's strenuous denials, the boys are not too convinced, remembering that Danny Boy has a reputation for getting his man.

**Ed Miller**, a Mechanic at the Toms River Garage, who returned home following an operation performed at St. Peter's Hospital in New Brunswick, has had a relapse and is again hospitalized. We sincerely hope that his condition is not serious and that complete recovery will soon be made.

**John Smith**, a former Inspector at the Toms River Garage, who suffered a broken leg shortly after resigning from the Department, has had to return to the hospital as the result of another fall at his home. Indications are that his leg has been broken again. John's many Highway friends regret this misfortune and hope that rapid progress will permit him to be walking again in the near future.

## Ten Year Club Annual Outing

Plans for the Annual Summer Outing of the Ten Year Club to be held at Plaags Grove, Hamilton Township, just outside of Trenton on Saturday, September 7, are proceeding satisfactorily. Every effort is already being put forth by the Committee in charge to furnish ample food and drink for the occasion, and the usual program of sports and other entertainment will be provided. Tickets will be available shortly from your regular contact man or any of the Entertainment Committee members at \$2.00 each.

Carrying out the wishes of the Club as expressed in a resolution adopted at the Spring Meeting, all members of the Club who are veterans of World War II are most cordially invited to attend the outing as non-paying guests. Individual invitations will be mailed, but in order that no one may be overlooked a complete list of all members of the Club who served in World War II will appear in the next issue of THE HIGHWAY and

## PORTION OF ROUTE 100 ALIGNMENT



This map shows the alignment of Route 100 between Bonhamtown and Elizabethtown. Following public hearings, during which officials of interested communities as well as representatives of industry and business were accorded opportunity to express themselves, it was agreed that the alignment shown would be followed, except that portion where Route 100 runs through the City of Elizabethtown. Final decision regarding the route to be followed through that city will await the outcome of another meeting.

will be indication of those eligible to attend as guests.

Assisting Entertainment Committee Chairman **Flavin Ireton** in completing arrangements are the following: **Harold Jemison**, representing the Administration Division; **Kenneth Craft**, of Maintenance; **James Malloy** and **Art Hancock**, Construction; **John Patrick Bridge**; **Clarence Seales** and **Mike Lesnak**, Equipment; **Kirk Schanck**, Real Estate; **Ed. Baumann**, Laboratory; **Russ Henry**, Electrical; and **Bill Carnival**, of the Projects Division.

Remember the date and check it off now—SATURDAY, SEPTEMBER 7th—for a good time and a chance to pay homage to our members who served in the armed forces during the last war.

## Meury Killed

(Continued from Page 1)

service both in this country and in Europe as a member of the 7th Army. He had been a member of the State Highway Department since June, 1930, and was a Foreman, Highway Maintenance, at the time of his death.

Surviving Major **Meury** are his widow, **Mrs. Marion Meury**, a son, **Herman, Jr.**, and three daughters, **Elene**, **Denise**, and **Mary Ann**. The latter are two-months old twins. His mother, **Mrs. Gus Meury**, and a sister also survive him. THE HIGHWAY expresses its deepest sympathies, on behalf of employees everywhere, to those bereaved by this tragic accident.

## Increments for Hourly Employees

(Continued from Page 1)

six, up to, but not exceeding, the maximum salary range of such person under said plan, subject to rules and regulations to be made by the State Treasurer, the president of the Civil Service Commission and the Commissioner of Taxation and Finance."

In everyday language this means, (1) any hourly employee who was employed by the State Highway Department prior to July 1, 1936, and who has been employed continuously, will receive three monthly ten dollar increments; (2) any hourly employee who was employed prior to July 1, 1941, but later than June 30, 1936, and who has been employed continuously, will receive two ten-dollar increments; (3) any hourly employee who was employed prior to July 1, 1945, but later than June 30, 1941, and who has been employed continuously, is entitled to one ten-dollar increment. Merit ratings are a factor to be considered in arriving at increments to be received.

Ranges have been determined by the Civil Service Commission for various classifications. Maximum pay to be received in each instance must not exceed the maximum hourly rate set up for each particular classification by the Civil Service Commission.

## Veterans' Program

(Continued from Page 1)

man work for you?

3. Would you not object to having this man work for you?

4. Would you rather not have this man work for you?

Upon the completion of the field training period, effective at noon, August 16, these men will be put on the State Highway payroll at \$130.00 per month as provisional appointees for Engineering Aide, subject to later qualification by Civil Service examination.

Those that are qualified for further training for Junior Highway Engineer, that is, those who have had two years in an engineering school in addition to being high school graduates, would be permitted in the Fall to take the remaining half of the training course for Junior Highway Engineer.

Those who have been assigned to the various field offices are: Engineering Aide—**C. A. Bernasco**, Trenton; **A. A. Bielawski**, Elizabethtown; **A. C. Bruining**, Garfield; **T. H. Cunningham**, Trenton; **J. E. DeLeeuw**, Lodi; **H. D. Forrest**, Jr., Trenton; **F. Galambos**, Fords; **C. L. Gaudette**, Trenton; **W. H. Kelly**, Trenton; **J. A. Milko**, Newark; **F. S. Podwyszynski**, Fairview; **W. A. Reese**, Camden; **J. A. Rosso**, Princeton; **J. J. Stanley**, Jr., Trenton; **H. G. Yaede**, Jr., Trenton. Junior Highway Engineer—**E. W. Dayton**, Plainfield; **J. V. Kenny**, Nutley; **V. V. Pres-**

## Administration Division

Arthur Egan

**Marven L. Howell** and **Mrs. Howell** have returned following a motor trip to Whitewater, Wisconsin. The beautiful scenery and a perfect car performance made the trip most enjoyable. They covered 3,000 miles averaging better than 13 miles to the gallon of gas and with but one quart of oil consumed. While in Wisconsin, they visited many points of interest.

Perusing some old records, we came upon a report of an Office Outing held at **Elgin Mayer's** farm on September 12, 1936. It is quite interesting to compare some of the prices with those of today. The report lists butter at 40c per lb., 10 lbs. of hamburger cost \$1.50, and 10 lbs. of sausage \$2.60. Hot dogs were 20c per lb., and eggs 23c a dozen, bread at 7c per loaf and rolls at 12c a dozen. Coffee was 25c a lb. Those attending included **Joe Hunt**, **Earl Thatcher**, **George Engennach**, **Vinnie Goodwin Beckner**, **Helen Goodwin Hunt**, **Art Egan**, **Tony Kuhn**, **Charley Fearnley**, **Jim Dowling**, **Earl Storer**, **Tommy Russo**, **Ed Downs**, **Harry Hill**, **Jack Carr**, **Charley Kuhn**, **Gene Beckner**, **John Kownacky**, **Gene Palmer**, **Glady's Brinckloe**, **Paul Cramer** and **Harold Jemison**. The report says the outing lasted from noon until midnight and listed a good time with no casualties.

With the return of **Staff Sgt. Lew Yule** and **Bob Yaeger** of the Army Air Force Fighter Command, **Ernie Birch** now has his old crew intact in the File Room. Both boys saw over three years of service. Welcome back.

**Florence King** has been transferred from the Maintenance Division to **Bill Wildblood's** office in the Administration Division. Florence is taking over the duties of **Ruth Barbour Hill**. We welcome Florence into the Administration Division.

**William Wildblood** and his wife visited their daughter and son-in-law, **Mr. and Mrs. Harold Whitely** in Chicago. Bill had such a good time with his new grandson, **Douglas Earl** (congratulations, Grandpappy) that he overstayed his time and consequently made a flying trip home. Driving straight thru they made the trip from Chicago to Trenton in 19 1/2 hours, almost "Broadway Limited" time. The Pennsylvania Turnpike greatly aided in making such remarkable time. Bill's other daughter, **Dorothy**, who had previously flown to Chicago in 4 hours on the American Air Lines Flagship, made the return trip with Mother and Dad. Those Wildbloods certainly cover a lot of territory in a short time.

Chatter: **Otto Petersen** is vacationing at his summer bungalow along the Delaware River. **Harold Palmer** is on his annual vacation. Harold expects to make his yearly trip to New York City and to the town of **Bill Ward** is on vacation spending some time at Bear Mountain and Spring Lake.

## Celebrate 50th Wedding Anniversary

Tuesday, July 2, marked an enviable milestone in the married life of **Mr. and Mrs. Albertus Simmerman**, of Williamstown. Just 50 years ago on that date, Mr. and Mrs. Simmerman took their wedding vows. The occasion was marked by a dinner at the Simmerman home at which some 140 guests were in attendance. Mr. Simmerman has worked for the Department since October 16, 1933, and is now Assistant Foreman in Supervisor **John W. Kelly's** Southern District in charge of maintenance on State Highway Route No. 42 between Grenloch and Corkery Road.

We are pleased to add our congratulations to those who celebrated this occasion with Mr. and Mrs. Simmerman.

**tigiacomo**, Fords; **E. J. Reichman**, Newark; **T. A. Reilly**, Irvington; **C. A. Turrisi**, West Orange; **G. E. VanBuskirk**, Passaic; **M. M. Weiss**, River Edge.